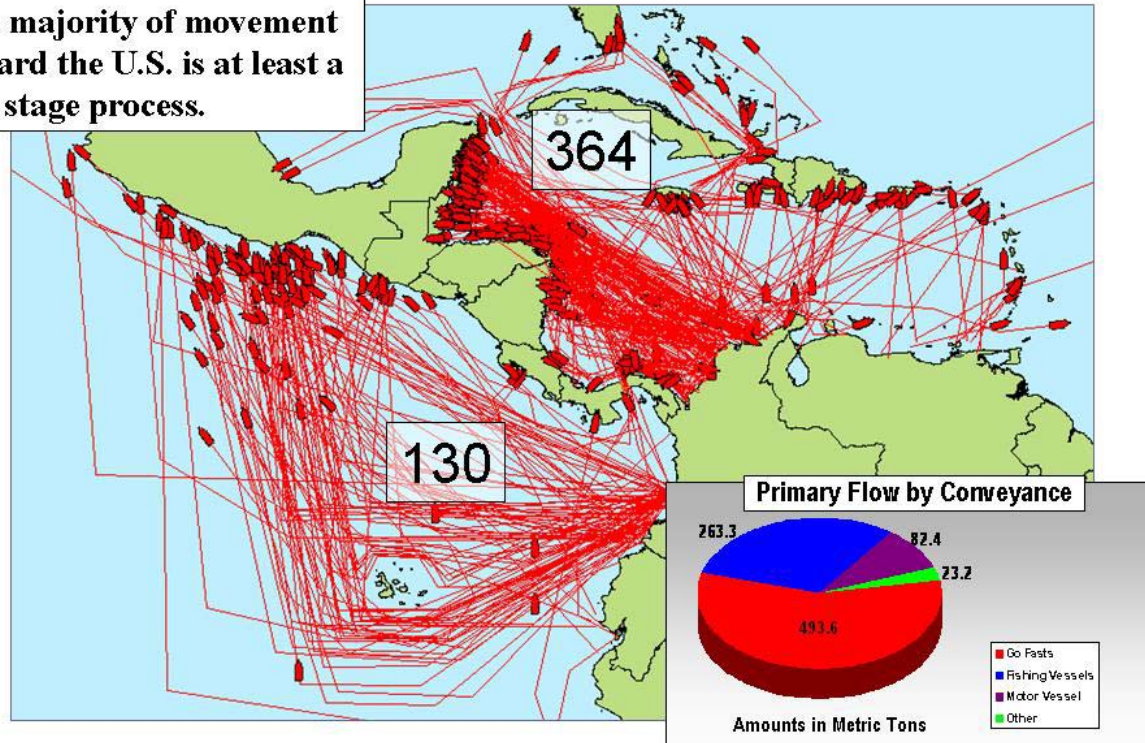


**TALKING POINTS: SOUDER-DAVIS-HYDE-BURTON REFUELING
VESSEL AMENDMENT TO EMERGENCY SUPPLEMENTAL**

Maritime Activity

1 Jan 2004 – 30 Apr 2005

The majority of movement toward the U.S. is at least a two stage process.



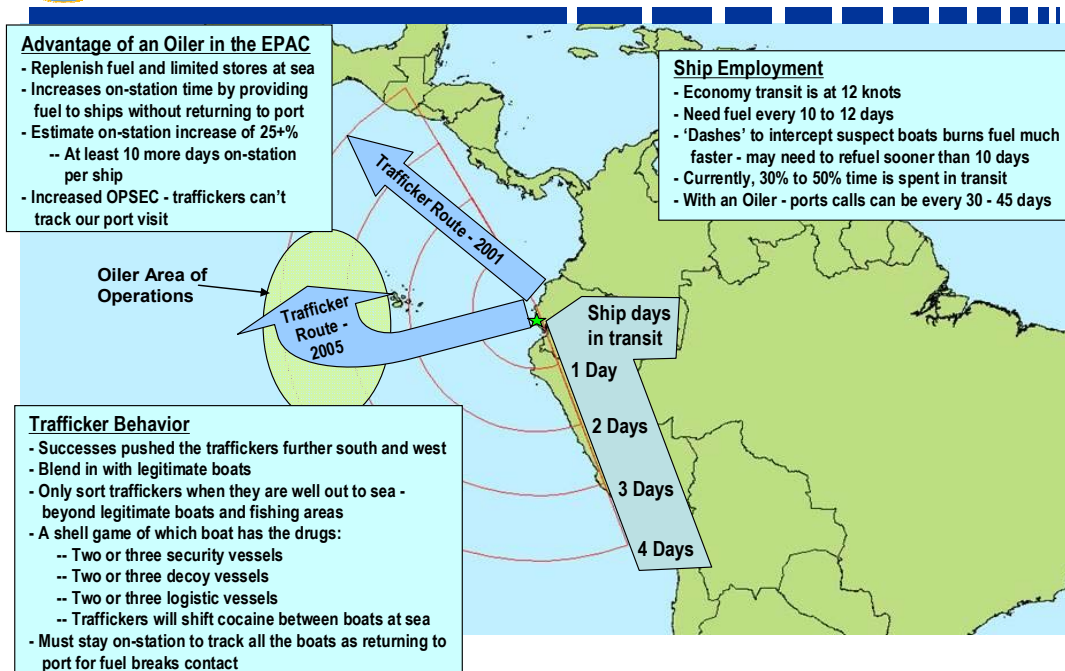
BACKGROUND

- **Currently, Navy and Coast Guard interdiction vessels must return to ports of call for refueling after 10-12 days of patrol.** *This creates extended gaps in their patrol areas, which drug smugglers exploit.*
- **Having a refueling vessel stationed in the Eastern Pacific would significantly improve on-station time of interdiction vessels.** *A Defense Department study from December 2002 to February 2003 estimated a 25% improvement by enabling refueling at sea in the patrol area.*
- **The Navy is unable to support drug interdiction.** *On July 13, 2005, the Deputy Secretary of Defense for Counternarcotics told the Subcommittee that “the assets are simply not available.”*

- **The Bureau for International Narcotics and Law Enforcement Affairs (INL, Department of State) is positioned to manage the refueling vessel.** *INL's mission deals exclusively with counternarcotics, and via existing international partners INL should be able to contract oiler support from a host nation in the region.*
- **90% of southwest Asian heroin and a third of Colombian cocaine (367 MT of a total of 1070 MT) goes to Europe, yet U.S. counterdrug efforts in both areas are substantial.** *By contrast, all U.S. counterdrug efforts in the Eastern Pacific, where the refueling vessel would be stationed, are aimed entirely at stopping the drug flow into the U.S.*
- **On two earlier occasions the House has voted in favor of procuring a drug interdiction refueling vessel.** *Amendment #10 to H.R. 889, The Coast Guard and Maritime Transportation Act of 2005, was agreed to by voice vote on Sept. 16, 2005, having received the support of Leadership and the Committee on Transportation and Infrastructure. On July 19, 2005, a similar amendment was agreed to by voice vote, and included in H.R. 2601, The Foreign Relations Authorization Act, Fiscal Years 2006 and 2007.*



U.S. Ships Refueling in Manta, Ecuador



CONGRESSIONAL FINDINGS

(Excerpts from Government Reform Committee majority report posted at <http://reform.house.gov/UploadedFiles/Final%20Report%20Mar.%209.pdf>)

- **DoD has not focused on explicit, counterdrug activities in Afghanistan.** Instead, the focus continues to be only on non-lethal, infrastructure building: creating a judicial system, establishing border crossings and border strong points, and training and equipping a counternarcotics police force. *It's these soft side programs that could be funded by the Europeans.*
- **Instead, DoD should target and destroy Afghan drug production infrastructures and trafficking operations.** The destruction of heroin producing laboratories, stockpiles of precursor chemicals, opium, and heroin should be DoD's primary mission areas for counterdrug activity in Afghanistan.
- **Department of Defense (DoD) and DHS report that narcotics smugglers--** knowing that the U.S. has limited assets and lacks at-sea refueling capabilities--are avoiding interdiction by transiting deep into the Eastern Pacific.
- **Drug traffickers have already adapted to these long transit routes by** *employing their own logistical support vessels (LSVs) for refueling.*
- **On any given day, U.S. and allied forces seize an average of 100 kilograms of cocaine per ship when patrolling in the Eastern Pacific maritime transit zone.**
- **The coast Guard estimates it loses 100 "ship-days" to lengthy refueling trips to central and South American countries.** *The Navy faces similar refueling challenges, and every ship-day lost due to refueling trips is another day not spent intercepting drug smugglers.*
- **Key officials from the relevant agencies agree that having a refueling vessel in the Eastern Pacific would bring immediate and substantial improvement to U.S. interdiction efforts.** *Officials from the Department of Defense, the Office of National Drug Control Policy (ONDCP), the Coast Guard, Customs and Border Protection (CBP), the Drug Enforcement Administration (DEA) and U.S. Interdiction Coordinator (USIC) Ralph Utey all testified before the Subcommittee on Criminal Justice, Drug Policy and Human Resources on June 29, 2005 that an oiler in the Eastern Pacific would quickly enhance the operational capabilities of U.S. interdiction efforts.*
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MR. SOUDER PROPOSES AN AMENDMENT AS FOLLOWS:

- To appropriate to the Bureau for International Narcotics and Law Enforcement Affairs (INL), Department of State, up to \$25 million to purchase or lease a maritime refueling support vessel.
- The purpose of the vessel would be for refueling U.S. and allied warships and other vessels employed in support of U.S. drug interdiction duties in the Eastern Pacific maritime transit zone.